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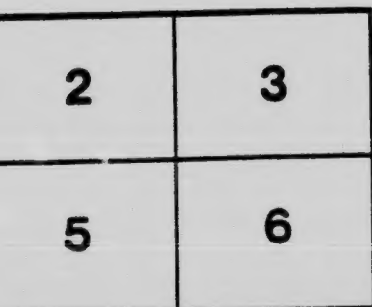
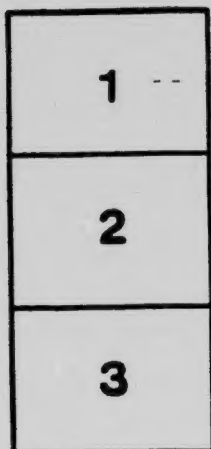
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GUIDE BOOK OF OTTAWA AND SURROUNDINGS

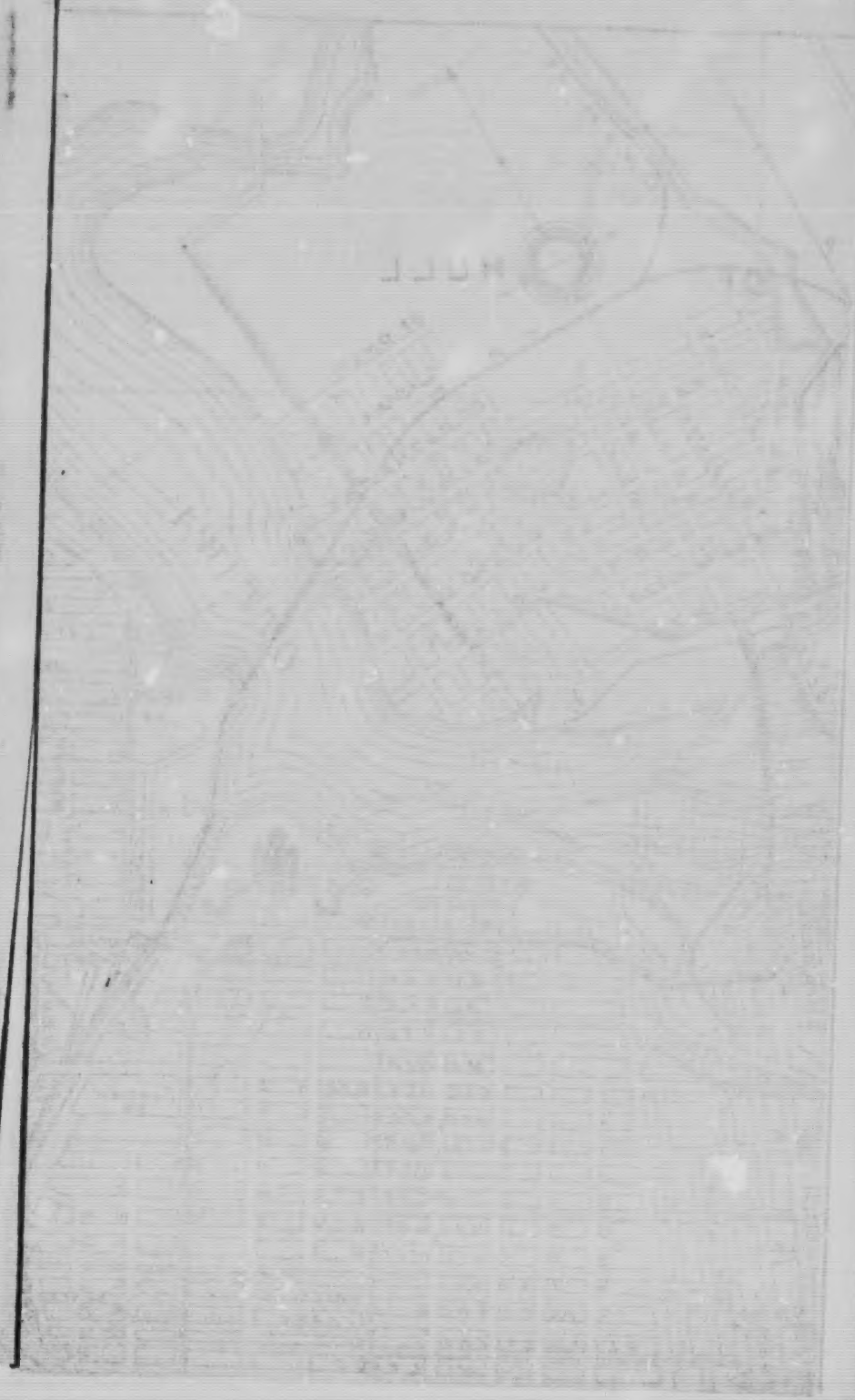


WITH ILLUSTRATIONS
and
MAP of the CITY
and
SPECIAL INFORMATION
for TOURISTS

Ottawa 1903

252

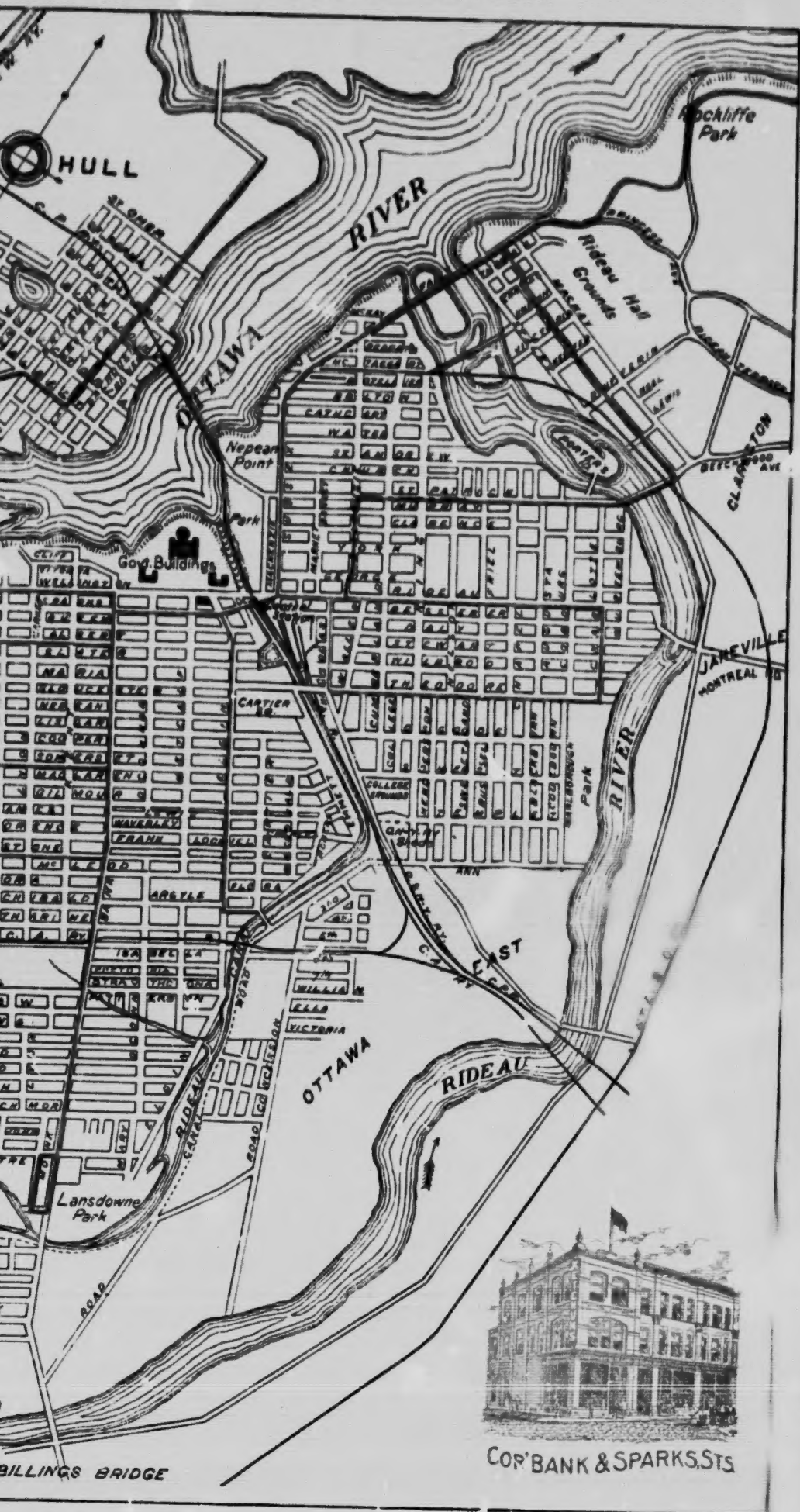
DE OTTAWA AND SUBRO



THE CITY OF OTTAWA



OTAWA AND SURROUNDINGS.



THE CITY OF



GUIDE
TO AND AROUND THE
CITY OF OTTAWA
(THE CANADIAN CAPITAL)

==== AND TO THE =====
SUMMER RESORTS ON THE
OTTAWA, G. T. NEAU, PARRY
SOUND AND RIDEAU LAKE
==== COUNTRY =====



— WITH —
MAP OF THE CITY

PRICE 25 CENTS

PUBLISHED BY A. S. WOODBURN, OTTAWA, 1903.

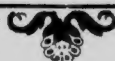
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The postage on this booklet (in unsealed envelope or wrapper) is **THREE CENTS** to any country within the Postal Union.

Suitable envelopes for mailing may be had with the book at the leading book stores. Price, with Map of the City, 25 cents.

No more suitable Souvenir of the Canadian Capital, in printed form, can be sent to a friend by mail—by reason of the varied information it contains—than this neat little Ottawa Guide-Book.



Introductory.

Ottawa—The Federal Capital—is the fourth largest city in the Dominion of Canada, and present growth is the promise that it will soon rank third.

Though as to population it thus stands, yet being the Political Capital—where Parliament assembles, and where the Governor-General and all the Ministers reside, and where the whole machinery of Government is located—the city is the centre of attraction for the people of the Dominion at large, and for travellers from afar.

Leaving aside the question of population—the Capital's wealth, private as well as public, its many enterprises, the grandeur of its Parliament and Departmental Buildings, its inviting drives, and its general progressiveness, all give to the city the distinguishing characteristics of a modern civilization. Hence visitors from the farthest confines of our own land, or from abroad, will always find Ottawa a charming place to call at when on a holiday outing.

It is with a view to make known the beauties of our city, and to point to the shady and attractive places in the vicinity that this little booklet is issued. The Upper Ottawa and the Gatineau country, where fishing and shooting can be agreeably indulged in, with the routes and means of getting there, are pointed out to the stranger.

Care has been taken to make this Pocket Guide-Book—the first of the kind ever issued in the city—as complete and useful as a first edition can well be made. A map of the city has been prepared at considerable expense, and each booklet will contain a copy. A number of half-tone illustrations will also be found in its pages. Thus it is hoped that the Ottawa Guide-Book for 1903 will be found a useful companion to the traveller, as well as to the Nimrods and the Waltons by lake and river.

The Publisher regrets that owing to the destruction by fire of the printed sheets of almost the entire work, as well as some of the illustrations, embellishment in that respect is not as attractive as intended, nor is the date of issue as early as expected; but as the first issue of a distinctly Tourist Guide, it is believed the book will fully meet a long-felt want, and be acceptable to the general public.

In such hope the Guide is issued, the Publisher feeling confident that while much of general interest will be found within its descriptive pages, both to tourists and citizens, in its advertising announcements the best business houses of the city will be found well represented. Thus the book will be a guide in purchasing, as well as showing the best means of travel in and around the city, and how to make the 'stop-over' pleasant and profitable.

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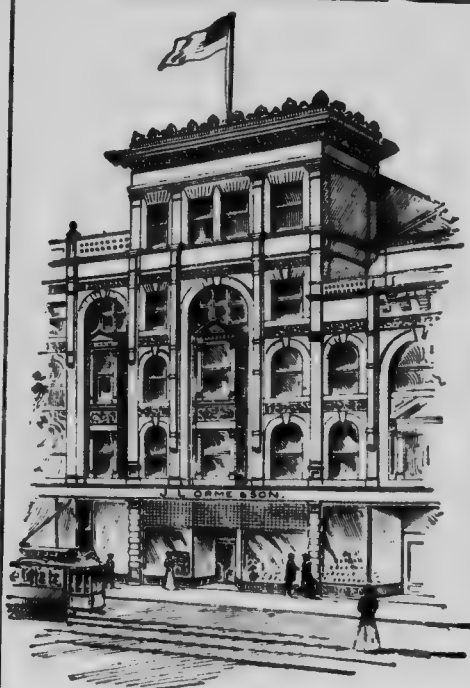
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From Niagara Falls and Buffalo.

- By the Michigan Central, Toronto, Hamilton and Buffalo and Canadian Pacific Railways. All rail.
- By the Grand Trunk Railway to Brockville, and the Canadian Pacific Railway. All rail.
- By the Grand Trunk Railway to Coteau Junction, and Canada Atlantic Railway. All rail.
- Also by the Michigan Central, Toronto, Hamilton & Buffalo, and Canadian Pacific Railways to Toronto, Richelieu & Ontario Navigation Company's steamers to Prescott (passing through the Thousand Islands), and Canadian Pacific Railway.
- By the Grand Trunk to Toronto or Kingston, Richelieu & Ontario Navigation Company's steamers to Prescott, and Canadian Pacific Railway; or to Coteau Landing, and Canada Atlantic Railway.
- By the New York Central Railway to Lewiston, Niagara Navigation Company's steamers to Toronto, Canadian Pacific and Grand Trunk Railways, all rail; or Richelieu & Ontario Navigation Company's steamers, through the Thousand Islands, to Prescott, and Canadian Pacific Railway; or to Coteau Landing and Canada Atlantic Railway.

From Toronto.

- By the Canadian Pacific or Grand Trunk Railways, all rail; or by Richelieu & Ontario Navigation Company's steamers to Prescott, and Canadian Pacific Railway; or to Coteau Landing and Canada Atlantic Railway; or Grand Trunk Railway to Kingston, Richelieu & Ontario Navigation Company's steamers to Prescott, and Canadian Pacific Railway; or to Coteau Landing, and Canada Atlantic Railway.

From the Thousand Islands.

- By regular steamers to Brockville or Prescott, and Canadian Pacific Railway.

From Kingston.

- By steamers of the Rideau Navigation Company, through the far-famed Rideau Lakes, and by Grand Trunk to Brockville, and then Canadian Pacific Railway.

From Montreal and Points East.

- By the Canada Atlantic Railway.
- By the Canadian Pacific Railway, North Shore, and Short Line.
- By the Ottawa River Navigation Company.

From New York, Troy, Albany.

- By New York Central, Fitchburg, Bennington & Rutland; Rutland, Central Vermont and Canada Atlantic Railways. (Through sleeping cars by this route both ways without change.)

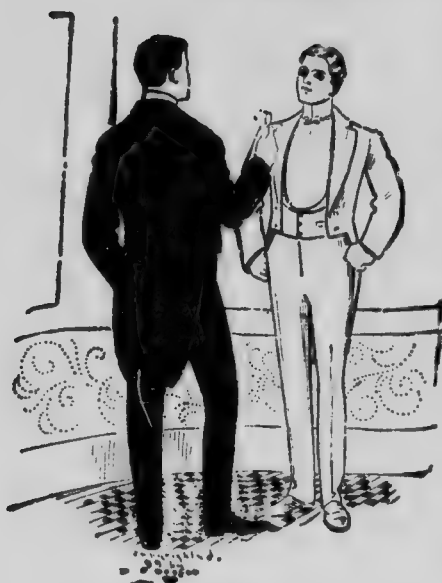
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By New York & Ottawa Railway via Cornwall.

From Boston and New England Points.

By the Boston & Maine, Central Vermont and Canada Atlantic Railways.

By the Fitchburg, Rutland, Central Vermont and Canada Atlantic Railways.

By the Boston & Maine and Canadian Pacific Railways.

From the Far-Famed Muskoka District, Parry Sound, Etc.

Canada Atlantic Railway.

From the Gatineau Country.

By Ottawa, Northern and Western Railway.

From Pembroke and Upper Ottawa.

By the Canada Atlantic Railway.

By the Pontiac and Pacific Junction Railway.

Electric Lines.

Hull City and Aylmer—Hull Electric cars from Dufferin Bridge.

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Stage Lines.

Jockvale, Merivale and City View stage leaves The Brunswick Tuesday, Thursday and Saturday, at 7 a.m. Fare, \$1.25.

Metcalf Mail Line—Stage leaves P. O. at 2 p.m. daily, and Metcalf at 7 a.m. Fare, \$1.25.

Ottawa and Orleans—Leaves P. O. at 1.45 p.m. daily.

Richmond Mail Line—Stage leaves Brunswick House, Sparks Street, daily, 2.30 p.m.; leaves Richmond, 7 a.m. Fare, \$1.25.

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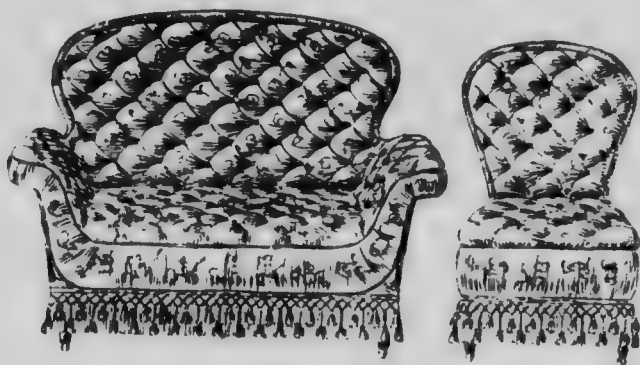
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Historical Glimpse.

Since the foundation of Bytown until the present hour, Canada has passed through phases of national and political change, such as took whole countries to evolve in the older nations of Europe. She witnessed the stirring period of 1837 and 1838, when Lower Canada was led to open rebellion by Papineau, and Upper Canada by Lyon Mackenzie; and out of that rebellion sprang representative government by the people and for the people. While the country was thus being shaken to its very core, the village of Bytown was only emerging from the primeval wilderness and assuming the proportions and importance of a town.

In 1840 came the Union of the great Provinces of Upper and Lower Canada, under the legislative name of Canada. Then the seat of Government was at Montreal, and Bytown was becoming recognized as the home of future industries. The lumbering interests made it the shipping point for the entire Upper Ottawa region, while its extensive and inexhaustible water-power created a score of milling industries that formed the nucleus of the present unrivalled manufacturing institutions of the Dominion.

When Ottawa, the name given to the city at that period, was selected as the Federal Capital of the country, it became evident that within the near future it would be the hub of the great wheel of Confederation. So long as the old Parliament building stood in Montreal, that city—the head of ocean navigation—remained both the commercial and political capital; but after the burning of the Legislative building, during riots that arose from the sanction of the *Union Losses Bill*, the Parliament of Canada became itinerant—holding sessions every alternate four years, in Toronto and Quebec—an exceedingly expensive and troublesome system.

On the 1st of July, 1867, the *British North America Act* was put in force. The flag of the Dominion was hoisted for the first time from the central tower of the new Parliament Buildings at Ottawa; and that Act, whereby the country became a nation, constituted also the charter of Ottawa's future greatness and importance.

Since then political parties have succeeded each other in power; statesmen arose, flourished and disappeared, but the development of the country went on; the forests disappeared, a net work of railways was flung across the face of the country; the Great Lone Land, the prairies of the west, the lands beyond the Rockies and the Selkirks, and finally Alaska and the Yukon countries, lying under the fringes of the Aurora Borealis, came in; and from Atlantic to Pacific, from the boundary-line to the Arctic Circle, a mighty Dominion is spreading out its proportions. And proportionately did the Capital grow, new and extensive public buildings sprang up, lines of railways centred in its heart, until it is now the burning focus towards which converge all the rays of political, industrial and national interests from ocean to ocean.



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THE CAPITAL.

Apart from being the capital, Ottawa offers many attractions to the tourist. The National buildings, as they stand so prominently on Parliament Hill, in this connection always lead. Lovell, in referring to them, says: "Their splendour, their fine commanding sight, together with the beauty of the surrounding scenery, places them in a very enviable position compared to other structures used for similar purposes, and must ever be objects of interest to the tourist and stranger, and a source of pride to the people of Canada."

The city is beautifully situated on a high bluff at the confluence of the Ottawa, Rideau and Gatineau rivers, the Ottawa forming the boundary line between the Provinces of Ontario and Quebec. Its development during the past fifteen years has



MAJOR'S HILL PARK

been wonderful, and it is fast becoming the most important railway centre in Canada. There are now seven distinct lines, with numerous branches, running in. Visitors should not fail to ascend Parliament Tower, from the summit of which is to be seen one of the grandest panoramas of river, mountain and landscape to be found on the continent. The tower, to which admission is free, is open daily from 10 a.m. to 4 p.m. (Sundays excepted). Similarly, the Geological Museum on Sussex Street, with its magnificent collection of the economic minerals of Canada; the National Art Gallery, the Fisheries Exhibit and Fish Hatchery, on O'Connor Street, all of which are free to visitors, are well worth visiting.

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Sight-Seeing.

System in sight-seeing is essential to accomplish the most satisfactory results. Having arrived at your hotel and made the acquaintance of the management, a few general questions may be asked, and then recourse to the Guide-Book will start you on the way. The map will explain the general outline of the city, and the leading drives and points of interest.

Perhaps the first matter of interest will be **THE CAR ROUTES**, for which refer to the map, on which they are traced in red.

In its picturesque surroundings Ottawa offers many scenes of beauty to the visitor, and these scenes should be witnessed under the varying conditions of sunlight and shadow, as well as by the silvery moonlight of the summer evenings. Every mile of travel by the trolley or otherwise from Ottawa to the beautiful Queens' Park, Aylmer, to the picturesque terminus of the Ottawa Electric Railway at Britannia Bay, or to the varied scenery nearer to the city at Rockcliffe, will present new beauties and cause the tourist stranger to linger and repeat his visits.

But most attractive, should time permit, will be a visit to the inviting tourist resorts of the Gatineau country, or over the Parry Sound road to the great Georgian Bay, where forest, lake and river are interspersed in such agreeable variety as to excite the wonder of the visitor. The tourist will never know what nature has done for the Ottawa country, and how artfully man is doing his part, until he has visited these places, enjoyed their balmy breezes, and mingled with the hospitable people he may meet; returning to the city to reflect in wonder upon his experiences, and to resolve upon further exploration.

He has seen a grand sight who has visited our Chaudiere and our mammoth manufactories on either side of the falls, or passed through the Parliament Buildings and the magnificent library connected therewith; but no traveller should depart before covering the very beautiful driveway, still in part under construction by the Ottawa Government Commission, extending from Government House on the north-eastern city limits, southerly, and in part along the Rideau Canal banks, and westerly to the Central Experimental Farm, where so much highly-valuable and interesting work is being done for the welfare of the varied important branches of agriculture. Nor should the beauties of the Rideau, with its marvellous lakes and islands, be forgotten, commanding as it does the admiration of all who pass through this charming scenic route.

These more prominent features of tourist interest being mentioned, it is only necessary to add that the hotel accommodation in the city of Ottawa is excellent, and reasonable in price—three leading hosteleries for tourists being:—

**THE RUSSELL,
THE GRAND UNION,
THE BRUNSWICK,**

all three situate in the centre of the city, and within a block or two of each other, and near to the Central Station.

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City of Hull.

Hull, now the third city in population (which is about 14,000) in the Province of Quebec, although chiefly known as the seat of the world-famed Eddy industries, was founded anterior to Bytown, on the opposite shore of the river to the site of the future Capital, by Philemon Wright. Locating in 1800, with his family and a few friends, on the spot where now stands the City of Hull, after having made three previous yearly trips through the woods from Massachusetts via Montreal, he entered vigorously upon the labors incidental to pioneer settlement. Grist and saw mills sprang up under his practical direction, as well as a blacksmith's shop, where all necessary tools and chains were hammered out upon



LUMBER MANUFACTURING

the anvil in the primitive method existing before the advent of foundry and machine shops, such as now place the iron manufacturing industry among the fine arts. Incidentally, it may be here mentioned, that the first bridge thrown over the Chaudiere Falls was by means of chains, which hung from towers on either side of the river, upon which planks were laid to effect a crossing. These chains were partly brought from Montreal and partly forged in the little shop in Hull, where everything from a bolt to a ploughshare was laboriously turned out. These were the years of lonely pioneer struggle in the woods, the silence of which was unbroken save by the howl of the wolf, or the more musical sounds of the great Chaudiere water-falls in the vicinity, whose then wasted energy was destined to become such a powerful adjunct to man's inventive skill.

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AND

PORTRAITS OF ALL STYLES

ESTABLISHED 1872.

View from Parliament Hill.

It has been remarked by a traveller, who has been around the habitable world, that there are few, if any, more enticing views of land and water scenery in the wide universe than that which may be enjoyed any fine summer day, by any resident of the Capital who takes a walk to the brow of Parliament Hill. At his feet the winding Ottawa, whose waters have not yet regained their composure after their precipitous descent over the imposing Chaudiere Falls, appear in full view from the eminence. To the right is the Rideau Canal entrance, and farther north-east the Rideau Falls, while across the water, which is the boundary line between the provinces of Ontario and Quebec, lies the old industrial city of Hull, and the towering Eddy industries of continental fame. In the distance further beyond lie the blue hills of the great Laurentian range, while around about you circles Parliament Green, with its legislative and departmental buildings, lofty tower, Victoria, Cartier, Mackenzie and Macdonald monuments, and its pretty gravelled walks and varied flower beds. Skirting the declivity



WESTERN DEPARTMENTAL BLOCK

of Parliament Hill, some distance below the brow, from which it is not visible, is the famous "Lover's Walk," a half mile of secluded pathway, from which, entering at Dufferin Bridge, the stroller emerges at Bank Street.

The Marquis of Lorne, a former Governor General, is quoted as follows:—

"The cliff overlooking the Ottawa, north of the Parliament Buildings, commands a magnificent view of the falls of the Chaudiere, and of the lake above, studded with islets, and the hilly country to the northward, with the broad river immediately below; a water power which suggests unlimited possibilities, and a territory which hides in its bosom untold wealth in minerals, only waiting to be wooed in order to make it pour that wealth into the lap of the seeker."

On a clear day, from the top of Parliament tower, a perfect bird's-eye view of the extent of the city and its environments, as well as of the scenery of the country around for twenty miles in every direction, may be enjoyed.

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OTTAWA

Government Buildings.

The Parliament Buildings proper occupies the back elevated central portion of Parliament Hill, while the two original Departmental Buildings, known respectively as "Eastern" and "Western" blocks, occupy sites at each wing, but closely facing on Wellington Street. In this group may also be included the Supreme Court of Canada, to the extreme west of the grounds, and bordering on Bank Street, and the magnificent modern "Langevin Block," occupying the south side of Wellington Street, from Elgin to Metcalfe, erected in the eighties, at a cost of over a \$1,000,000, probably the largest and costliest office building in Canada, with the sole exception of the gigantic City Hall and Court House in Toronto. The unique architectural beauty of the group is centred, however, in the three original buildings on Parliament Green. They are of gothic architecture, mainly of grey sandstone of Ottawa Valley cut, but prettily relieved and decorated by dressings of grey-colored stone quarried in Ohio, U.S. The central tower of the central Parliament Building proper, is 160 feet high. To the east of this tower in the interior is the Senate chamber and Senate offices, to the west the Commons, while apportioned among the other buildings of the group are the offices of the various departments of Government.

The following is a general outline of the location of the legislative chambers and general departmental offices throughout the Capital:—

CENTRAL DEPARTMENTAL BLOCK.

G. Floor E.—

Senate Chamber and Offices.

G. Floor W.—

Commons Chamber and Offices.

Upper Floor E.—

Senate Gallery and Offices.

Upper Floor W.—

Commons Gallery and Offices.

Rear Wing—

Parliamentary Library.

EAST DEPARTMENTAL BLOCK.

G. Floor, Front—

Department of Finance.

G. Floor, West Wing—

Auditor-General's Offices.

Department of Justice.

Office of Solicitor General.

Office of Dominion Police

1st Floor, Front—

Department of Indian Affairs.

Department of Secretary of State.

1st Floor, W. Wing—

Department of Indian Affairs.

Office of Governor-General.

Department of Privy Council.



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Departmental Buildings Continued.

2nd Floor, Front—

Department of Indian Affairs.

Department of Secretary of State.

2nd Floor, W. Wing—

Department of Indian Affairs.

WEST DEPARTMENTAL BLOCK.

G. Floor, Front—

Department of Trade and Commerce.

Department of Militia.

G. Floor, W. Wing—

Department of Militia.

Department of Inland Revenue.

G. Floor, E. Wing—

Department of Customs.

1st Floor, Front—

Department of Public Works.

1st Floor, W. Wing—

Department of Public Works.

Department of Railways and Canals.

1st Floor, E. Wing—

Department of Marine and Fisheries.

2nd Floor, Front—

Department of Public Works.

2nd Floor, W. Wing—

Department of Railways and Canals.

Offices of Rideau Canal.

2nd Floor, E. Wing—

Offices of North-West Mounted Police.

LANGEVIN DEPARTMENTAL BLOCK.

G. Floor—

Post Office Department.

1st Floor—

Department of Agriculture.

Offices of Patent Branch.

Offices of Registrar of Copyright.

2nd and 3rd Floors—

Department of the Interior.

14 METCALFE STREET.

Department of Labor.

METCALFE STREET, COR. SLATER.

Topographical Branch, Department of Interior.

O'CONNOR STREET, COR. QUEEN.

Dominion Fisheries Exhibit.

SUSSEX STREET, COR. GEORGE.

Department of Geological Survey.

75 ST. PATRICK STREET.

Department of Public Printing and Stationery.



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Parliamentary Library.

The Canadian Parliamentary Library is the largest on the continent, and while exclusively enjoyed by the legislators during the session, is very extensively used during the recess by many citizens of the Capital, to whom tickets are granted by the Speaker. It is situated in an octagon of old chapter-house architecture, in rear of the central Parliament Building, from which it is entered, and is invariably an unfailing attraction to the visitor, not only for its picturesque construction, and unrivalled site, but for the value and variety of its all-comprehensive collection of volumes and its unique interior, which is beautifully decorated with wooden carvings, and contains a statue of Victoria, busts of the reigning King and Queen, and of other notables.

Other Public Buildings.

Besides the great departmental buildings, there are a number of other structures of very creditable appearance dotted throughout the Capital, notably the City Post Office, at the juncture of Dufferin and Sappers' bridges, a group on City Hall Square, one block southward, comprising the City Hall, Police Station and Central Fire Station, with the local monument to our South African slain heroes in the Elgin Street foreground; farther southwards, on Cartier Square, our mammoth Drill Hall, the headquarters of the local militia, with the Collegiate Institute, Normal and Model Schools in close proximity; the County Court and Jail on Nicholas Street, the Ottawa University buildings on Wilbrod Street, besides other innumerable public and private schools and convents, and 11 Anglican, 3 Baptist, 2 Congregational, 5 Methodist, 8 Presbyterian, 2 Reformed Episcopal, 6 Roman Catholic and 8 miscellaneous churches, the most notable and conspicuous being the Roman Catholic Basilica on Sussex Street, Dominion Methodist on Metcalfe, St. Andrew's Presbyterian on Wellington, St. Patrick's on Kent St., and Christ Church Anglican Cathedral on the hill brow at the west end of Sparks Street; besides numerous fine office buildings and stores, lining Sparks, Bank, Wellington and Rideau Streets and their intersections.

Educational Institutions.

While our Canadian Universities, with the exception of the University of Ottawa (Roman Catholic), are centred elsewhere, Ottawa is yet distinctly a foremost educational centre, and is recognized as such by numerous Canadian heads of families retired from the active struggles of life, who have settled here largely and principally for the pre-eminent educational facilities afforded the growing generation. Here we have the enlightenment on statecraft which is conveyed by the discussion of public affairs in legislative session; an unrivalled parliamentary library; a university which has been the alma mater of hundreds of French and Irish professional men and statesmen, not only of Canadian, but also of United States citizenship. We have the Normal School for the training of teachers, with its Model School attachment, the Ottawa Collegiate Institute, perhaps the foremost Grammar School of Canada, popular ladies' school and musical conservatories,

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OF STRANGERS AND TOURISTS.

such as the Ottawa Ladies College, the Harmon School, the Church of England Ladies Schools, the Gloucester and Rideau Street convents, and last, though perhaps not least, our system of public and separate popular schools for preliminary education, said to be second to none in a province whose general system has been declared to be foremost in the world for the primary education of the masses.

Vice-Regal Residence.

Skirting the extreme north-eastern city limits, at the junction of Sussex Street with Princess Avenue, stands quaint old Rideau Hall and spacious surrounding grounds, the ancient residence of Hon. Thos. McKay, one of Bytown's founders, but since pre-Confederation days, the seat of Vice-Royalty, from the times of Lord Monk and the inimitable and magnetic Earl Dufferin to the present popular Governor-General. The Ottawa Cricket Club, and their many friendly opponents, utilize a section of these grounds, about once a week in the summer season, in their scientific and atheletic expositions of the English national game, and the Hall and grounds are the social re-union centres on many special occasions, when invitations are issued to capitolians and favored citizens at large to in-and-out-door functions, skating, tobogganning, &c. Once a year, on New Year's Day, His Excellency attends at his office in the Eastern Departmental Block, when citizens at large are privileged to pay their respects; but at any time during the months of residence of the Vice-Regal household, it is competent for visitors to the Capital to register their names at Government House in a "visitor's book," kept for that purpose. During the absence of the household in vacation months, the hall and grounds are in charge of the Department of Public Works, and are then sacred to the exclusive occupancy of the carpenter, painter, upholsterer and general workman and repairer.

Principal Parks.

To those who appreciate fresh air and a stroll or ramble or comfortable out-door seat among pretty surroundings, we might enumerate, starting in the centre of the Capital, Parliament Hill, with its pretty green, its many cultivated flower beds and gravelled walks, its comprehensive view of both shores of the Ottawa, its statues of Victoria, and Canadian statesmen; Major's Hill Park, just eastward across the canal, with its shady walks and seats, its equally well cultivated flower beds, its statue to Ottawa's slain heroes of Riel rebellion era; Lansdowne Park, at Bank Street southern limits, reached by electric car, with its varied exhibition buildings and spacious grounds, the annual scene of Central Canada's mammoth expositions; Rockcliffe Park, at the most eastern electric terminus, with its river view, its national Rifle Range, and popular band music on fine summer evenings; Britannia-on-the-Bay, six miles westward by electric, with its magnificent grounds and summer cottages and its view of Lake Deschenes; Victoria Park, south-west of Hintonburgh, en route to Britannia; and last but not least, the extensive Queen's Park, two miles west of Aylmer, P.Q., reached by an eight-mile run

from the foot of Dufferin Bridge, on the spacious cars of the Hull Electric, which starts from each terminus every half hour.

Electric Railway System.

In electric power and electric science as well, Ottawa takes no second place. The power of the Chaudiere Falls at our door, utilized by the electric genius of our local railway management, excels in power, system and speed, for heating and lighting, safety and comfort appliances, unbroken continuity of running (the system, notwithstanding our heavy snow falls, and ice-clogging incidents, not having been stopped for two consecutive hours since its inception), and is second to no other electric railway known, and the admitted model of up-to-date electric centres. The city is thoroughly intersected with tracks in every direction to its limits, and beyond the limits, six miles westward to Britannia-on-the-Bay, and eastward to Rockcliff Park and the Rifle Range, three miles down the Ottawa. The Hull Electric, starting from beneath Dufferin Bridge, makes connection with every point in the transpontine city, as well as with Aylmer and Queen's Park, eight miles north-west, in the Province of Quebec.

Bridges of Ottawa.

There are seventeen bridges spanning the converging waters around the Capital, thirteen being solid iron structures. Three are inter-provincial, crossing the Grand River to Hull, namely, the magnificent new "Alexandra," half a mile in length, the "Union," below the Chaudiere Falls, and the C. P. R. just above. The canal is spanned in five places, by the "Dufferin" and "Sappers" at Rideau Street, the "Laurier," four blocks south, and by a couple of swing bridges, one connecting east centre town with the village of Ottawa East, and the other connecting Bank Street with Rideauville, on the Bank Street Road. Of handsome iron bridges there are also the one over the Chaudiere timber slide, and six over the Rideau River, one connecting Sussex Street with Green Island, continued by another linking the island to the north shore or Rideau Ward; then east and southerly along that river we have the "Minto," at King Street, the St. L. & O. Railway bridge, the St. Patrick Street, Cumming's Bridge at Rideau Street, besides "Hurdman's," a wooden bridge linking Ottawa East with Cyrville on the east shore, and Billing's Bridge on the Bank Street Road.





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MEMBERS OF THE CITY COUNCIL

THEIR ADDRESSES AND PHONE NUMBERS

	ADDRESS.	PHONE.
Mayor Cook	 Britannia Bay or City Hall..	568

VICTORIA WARD—

Alderman Enright	 331 Wellington st.....	928
" Fleming	 46 Division st.....	1356
" Rosenthal	 113 Sparks st.....	993

DALHOUSIE WARD—

Alderman Cleary	 431 Lisgar st.....	1535
" Hopewell	 47 Primrose st.....	114
" Plouffe	 275 Rochester st.....	1430

WELLINGTON WARD -

Alderman Davidson	 224 Sparks st.....	505
" Kidd	 106 Patterson st.....	1065
" Sanderson	 206 Gloucester st.....	385

CENTRAL WARD

Alderman Journeaux	 42 Elgin st.....	
" Ross	 34 Elgin st.....	589
" Storey	 403 Bank st.....	780

ST. GEORGE WARD -

Alderman Cunningham	290 Rideau st.....	248
" Hasteley	 66 Waller st.....	
" Stroud	 109 Rideau st.....	

BY WARD—

Alderman Desjardins	 183 St. Patrick st.....	
" Payment	 122 Clarence st.....	640
" Slattery	 By Ward Market.....	107

OTTAWA WARD—

Alderman Champagne	 207 Murray st.....	135
" Lavoie	 Cor. Rideau and Sussex sts.	1437
" Pinard	 175 King st.....	1002

RIDEAU WARD—

Alderman Askwith	 24 Alexander st.....	1628
" Ellis	 131 Stanley ave.....	911
" Grant	 95 Victoria st.....	1149

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SUBURBS OF OTTAWA.

Ottawa is surrounded by thriving villages, all of which are easily and quickly reached by the urban and suburban electric railway system. These include :-

Ottawa East.—An incorporated village in the township of Nepean, beyond the Rideau Canal, on the south-eastern city limits. Principal industries brick manufacturing, and Canada Atlantic car shops, whose employees and their families form the bulk of the population, which is about 2,500.

Hintonburg.—An incorporated village, situated on both sides of the Richmond Road, on the western city limits, in the township of Nepean. Includes in its mixed population, quite a few substantial residences, which latter are chiefly situated on the main, or Richmond, road. Population about 4,000. Has a grist mill, grain elevator, and some saw and planing mills, Capuchin monastery, churches, &c..

Mechanicsville.—An unincorporated village on the river shore, included in the postal district of Hintonburgh, from the northern boundary of which it is divided by the C.P.R. Population about 600, chiefly of a mill laboring class.

Rideauville.—A pretty suburb south of the Rideau Canal and between it and the Rideau River to the right of the Bank Street Road, immediately beyond the southern city limits. Population, including a number of transient summer residents, about 700. Included in the postal district of Billings' Bridge.

Billings' Bridge.—An old and scattered settlement and postal district immediately east and south of Rideauville, on the shores of the Rideau River, in the townships of Nepean and Gloucester. Includes many market gardeners, and a few thriving stores. Population about 900.

Janeville.—An eastern suburb situate on both sides of the Montreal Road, beyond the Rideau River, in the township of Gloucester and postal district of Cumming's Bridge. Includes many pretty cottages, stores, market gardens, &c., and has a population of about 2,000. Just beyond its limits eastward there is situate a large Roman Catholic church and the Roman Catholic cemetery of Notre Dame, where rest the remains of nearly all the Capital's departed citizens of that faith.

Clarkston Village.—A north eastern suburb of Ottawa beyond the Rideau River, via St. Patrick Street bridge. Is built on the south side and south of Beechwood Avenue; mostly laborers' cottages, and is included in the postal district of Cummings' Bridge. Population about 350. Beechwood Avenue, its skirting northern boundary and city limit line at that point, is the highway to the pretty Protestant cemetery of that name, about half a mile beyond, where rest in ashes, indicated by more or less costly monuments, some 10,000 of the Protestant population of Ottawa.

Cummings' Bridge.—The postal district so known, is comprised of the two foregoing suburban villages.

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Rockliffe Park.—A favorite outing place, park and summer residential resort, where also is the Rockliffe Range, the annual scene of the shooting competitions of the Dominion Rifle Association, and where the contests for Canada's Bisley team are determined. Is the northern terminus of the Ottawa Electric Railway, and is situated on the south shore of the Ottawa River, beyond the north-eastern city limits, township of Gloucester. Summer population about 250.

New Edinburgh.—Formerly a suburb but now composes "Rideau Ward," beyond the Rideau Falls and River, the north-eastern section of the Capital, and seat of the Vice-Regal residence.

Stewarton.—Also known in part as "The Glebe" was formerly a suburb, but is now comprised in the southern portions of Central and Wellington wards, whose dividing line is Bank Street.

Rochesterville.—Formerly a suburb but now comprised in Dalhousie Ward, the western section of the city.



THE SENATE AND HOUSE OF COMMONS



CHAUDIERE FALLS

Power and Manufactures.

The half dozen wide-awake American mill men who located at Ottawa, during the forties and fifties, were attracted by the magnificent force of the Chaudiere Falls, estimated at nearly a quarter million horse power, and the gigantic richly-wooded Canadian pine forests, drained by the Ottawa and its tributaries, with the result that during the last half century, not only have many individual fortunes been made by lumber princes, but Ottawa has already obtained a size and importance that would never have been possible to a mere political Capital. One of these pioneers, J. R. Booth, is to-day owner of the largest saw mill in the world, cutting over 125,000,000 feet annually, and employing for seven months of the year some 2,000 to 2,500 men, in his mill proper and his various piling areas circling the Capital, besides almost as many more in the bases of operations in the now distant forests. Mr. Booth, with the late W. G. Perley, was one of the chief founders, and is to-day the principal owner, of the Canada Atlantic Railway, extensively referred to elsewhere—an outlet to the American markets and to the ocean, rendered necessary in the first place by the vastly increasing Ottawa lumber product.

Incidentally it may be stated that Mr. Booth pays, in wages alone, in connection with his railway and lumbering operations, about two million dollars annually.

A rival king is Mr. E. B. Eddy, on the Hull side of the Falls, president of The E. B. Eddy Co., whose factories, although several times partially, and in 1900 entirely swept by fire, are again Phoenix-like arisen from their ashes, on a more gigantic scale than ever. As Mr. Booth runs the largest saw mill in the world, so this company is the largest match manufacturer, having an output of some 45,000,000 daily, besides a thousand articles of indurated fibre ware, and 3,000 to 4,000 pails and tubs; paper and pulp mills, producing 100 tons of paper daily, and as many of fibre and wood pulp. This company's saw mill is entirely engaged in the supply of their own factories. They constantly employ between 2,000 and 3,000 hands, and their pay sheet now exceeds \$500,000 annually. The management of this great concern is now shared with Mr. Eddy, by Mr. W. H. Rowley, the expert financier and secretary-treasurer, Mr. S. S. Cushman, vice-president, and Mr. G. H. Millen, mechanical superintendent.

Fraser & Co.'s gigantic new mill, in course of completion at Blueberry Point, near Aylmer, will be run entirely by steam, consuming its own refuse, and is said to be the most modern-equipped saw mill on the continent, and of uneclipsed sawing capacity.

Of other great sawn lumber manufacturers around Ottawa, there are the W. C. Edwards Co., of Ottawa and Rockland; Gilmour & Hughson, of Hull; the Shepherd & Morse Lumber Co., who now own the Mason mill, and manufacture there; and the Hull Lumber Co., who manufacture at Aylmer; and Ottawa, besides, is the centre from which is controlled nearly the whole of the vast lumber trade of Central Canada.

But great as has been the wealth and importance of the lumber manufacture of Ottawa, the city is only in the embryo state of becoming one of the greatest manufacturing centres

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in America. With the exception of the Eddy factories, the 250,000 local horse-power has been monopolized, until very recently, in the manufacture of the raw lumber produce—a comparatively cheap form of manufacturing, monopolizing great areas of space. This, together with the fact that in the pre-electric days factories were obliged to be built within reasonable proximity to the source of the current, however powerful, by which they are operated, tends to limit our possibilities. By a detailed estimate and exhaustive report made within the last two or three years by Mr. Robert Surtees, engineer, at the instance of the Ottawa Board of Trade (whose secretary furnishes detailed information to applicants), it is demonstrated that within a radius of 45 miles around Ottawa, there is an aggregate, not merely of 250,000, but of nearly 1,000,000 horse-power at low water, which is about trebled at extreme high water; so that whereas steam, at current prices of fuel, costs \$45 per horse-power, it is now possible, and force is now actually supplied to any part of the city by electric conduit, at a maximum cost of \$13 per horse-power, from a supply sufficient to meet all demands for a century to come. Realize this, with Ottawa's great and growing railway connections with all points, and the prospective Georgian Bay Canal, which is bound to make it sooner or later also an ocean highway, the city is destined in the early century to rival some of the larger cities of the American Union.

Prominent among the industries already established here are: The Ottawa Car Co., car builders; The Ottawa Carbide Co.; Capital Planing Mill Co.; Davidson & Thackray, planing mill; Wright & Co., builders and contractors supplies; Ottawa Fire Proof Supply Co.; Martin & Warnock, flour mills; J. A. Forward, flour mills; Lakes Deschenes Milling Co.; Ottawa Milling Co.; Ottawa Mica Works; Baldwin Iron and Steel Works; Chaudiere Machine and Foundry Co.; A. Fleck, foundry; Law Bros. & Co., foundry; T. D. McFarlane, foundry; Ottawa Furnace and Foundry Co.; Perkins Foundry; Victoria Foundry Co.; Vulcan Iron Works; Eclipse Office Furniture Co.; Harris, Campbell & Boyden Furniture Co.; Oliver & Sons, furniture factory; Canada Atlantic Car Shops; several brick manufacturing yards, and many minor industries.

Ottawa's Growth.

From 1867, the year of Confederation, until 1887, the growth of the Capital was fairly steady, but since that date it has been phenomenal. Ottawa has now an area of 3,365 acres, and within a small fraction of 100 miles of streets within its limits. Its assessment has increased from \$5,000,000 in 1867, to \$12,000,000 in 1887, and to \$29,000,000 in 1903. Of property exempt from taxation there are nearly \$3,000,000 in churches and philanthropic institutions; \$2,500,000 civic; and \$11,000,000 Dominion Government; which, added to the \$29,000,000 assessed, would make a total of \$45,500,000. The population of Ottawa has increased from 18,700 in 1867, to 37,000 in 1887, and 63,000 in 1903. Adding 11,000 for Ottawa suburbs, and 14,000 for the transpontine city of Hull, the total population of Ottawa and its immediate environs would be 88,000 to-day.



ENTRANCE TO EXPERIMENTAL FARM

Central Experimental Farm.

A centre of paramount interest, more especially to the agriculturist visitor, is the Central Experimental Farm, immediately beyond the south-western city limits, reached by electric railway.

The Experimental Farms of the Dominion are five in number: The Central Experimental Farm at the Capital; a branch at Nappan, N.S., for the Maritime provinces; another at Brandon, Manitoba; a third at Indian Head, Assiniboia; a fourth at Agassiz, British Columbia.

At all these farms many experiments are in progress in all branches of agriculture, horticulture and arboriculture, and problems of great importance to farmers are being solved. Already experiments have been conducted which have been of decided value to the farmers throughout the country.

CHIEFS OF STAFF.—The following are the chiefs of staff of the Central Experimental Farm:—

Director—Wm. Saunders, I.L.D., etc.

Entomologist and Botanist—Jas. Fletcher, I.L.D., etc.

Chemist—F. T. Shutt, M.A.

Horticulturist—W. T. Macoun.

Poultry Manager—A. G. Gilbert.

Farm Foreman—John Fixter.

GUIDE TO BUILDINGS.—Besides the residences of the various members of the staff, the following buildings are located on the grounds:—

OFFICE BUILDING.—Containing the offices of the staff, and the Museum, in which samples of the grain, fruit and other products raised on the central and branch farms are shown. In the eastern half, on the ground floor, is the chemical laboratory, where analyses are made of soils, fodder, plants, cereals, roots, fertilizers and other substances.

CONSERVATORY AND SEED HOUSES.—The front portion of this building is used for the sorting of samples of seed grain of choice varieties for free distribution by mail, to prepare the way for general improvement of the grain crops of the Dominion. One of the two glass structures attached is used to determine the vitality and germinating power of doubtful samples of grain held for seed, these being tested during the winter months, and reports sent to the farmers who have forwarded them. In the second glass structure there is a general collection of green-house plants, with a number of different species which are of economic value. There are also about 100 species and varieties of orchids, a large number of cacti, together with many choice flowering plants.

BARN.—The central part of this building is occupied above with farm crops, and at the northern end there are three silos, with a total capacity of about 350 tons. The lower story, which is on a level with the barn-yard, affords accommodation for the cattle, of which there are many fine head. One wing is occupied by the bulls, where specimens will be found of Ayrshire, Jersey, Holstein, Devon and Canadian; the other wing by the working teams of horses.

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OTTAWA, ONT.

Experimental Farm—Continued.

IMPLEMENT SHED AND TOOL HOUSE.—With a carpenter shop in one corner and a granary overhead.

PIGGERY.—In this building experiments are carried on in the raising of the most popular breeds of pure-bred swine; also in fattening both pure and cross-bred pigs, to ascertain which of the crosses mature most rapidly, and what kind of food give the best returns.

DAIRY BUILDING.—Here experiments are carried on in butter-making, to determine the most economical methods of producing the very best quality.

ROOT HOUSE.—Where large quantities of field roots and potatoes are stored during the winter months.

SHEEP HOUSE.—Which is designed to carry on experimental work with sheep.

POULTRY BUILDINGS AND YARDS.—Where experiments are conducted to determine the most serviceable breeds of fowls as egg-layers and flesh-formers, and experience gained as to the best methods for the housing and feeding and care and management of poultry. The varieties of poultry under test in this branch are: Barred Buff and White Plymouth Rocks, White Wyandottes, Black Minorcas, Langshans, S. G. Dorkings, Buff Orpingtons, White, Brown and Buff Leghorns.

ORCHARD.—A part of the farm is occupied by orchards of apple, pear, plum, cherry and other fruit trees, and by small fruits and vegetables. The vegetables under test include varieties of tomatoes and cauliflower, and smaller numbers of other useful sorts. A portion of the grounds is devoted entirely to experimental work with fruits and vegetables.

THE ARBORETUM AND BOTANIC GARDENS consist in all of sixty-five acres of land. The area is devoted to the testing of useful and ornamental trees and shrubs from many parts of the world. About 2,500 varieties are under test. This land has been planted with a cedar hedge outside the fence. Along the road, and south of this hedge, is a border twelve feet wide and nearly a mile in length, which is devoted to the cultivation of hardy perennial plants.

FOREST BELTS.—The forest belt extend along the whole of the north and west boundaries of the farm, and are designed to test the growth of timber trees under different conditions as to soil, distance apart, &c. About 20,000 trees in all have been planted. The belt along the northern margin of the farm is 65 feet in width, and that on the west boundary 165 feet.



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CABINET MINISTERS.

- RT. HON. SIR WILFRID LAURIER, Premier and President of the Privy Council. Office—Eastern Block, 1st floor West Wing. Res.—335 Theodore Street.
- HON. SIR R. J. CARTWRIGHT, Minister of Trade and Commerce. Office—Western Block, ground floor, West Front. Res.—276 O'Connor Street.
- HON. R. W. SCOTT, Secretary of State. Office—Eastern Block, 1st floor, East Front. Res.—274 Daly Avenue.
- HON. CHARLES FITZPATRICK, Minister of Justice. Office—Eastern Block, ground floor, West Wing. Res.—201 Wurtemberg Street.
- HON. JAMES SUTHERLAND, Minister of Public Works. Office—Western Block, 1st floor, West Wing. Res.—The Russell.
- HON. SIR FREDERICK W. BORDEN, Minister of Militia and Defence. Office—Western Block, ground floor, West Front. Res.—395 Theodore Street.
- HON. SIR WM. MULOCK, Postmaster-General and Minister of Labour. Office—Langevin Block, ground floor. Res.—117 Vittoria Street.
- HON. SIDNEY A. FISHER, Minister of Agriculture. Office—Langevin Block, 1st floor, West. Res.—286 Charlotte Street.
- HON. W. S. FIELDING, Minister of Finance. Office—Eastern Block, ground floor, East Front. Res.—216 Metcalfe St.
- HON. A. G. BLAIR, Minister of Railways and Canals. Office—Western Block, 1st floor, West Wing. Res.—274 O'Connor Street.
- HON. CLIFFORD SIFTON, Minister of Interior. Office—Langevin Block, 2nd floor, West. Res.—215 Metcalfe Street.
- HON. H. G. CARROLL, Solicitor-General. Office—Eastern Block, ground floor, West Wing. Res.—253 Augusta St.
- HON. WM. PATERSON, Minister of Customs. Office—Western Block, ground floor, East Wing. Res.—The Russell.
- HON. M. E. BERNIER, Minister of Inland Revenue. Office—Western Block, ground floor, West Wing. Res.—403 MacLaren Street.
- HON. RAYMOND PREFONTAINE, Minister of Marine and Fisheries. Office—Western Block, 1st floor, East Wing. Res.—286 Stewart Street.

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N. H. H. Lett, Assistant City Clerk	Residence.....	435
CITY COLLECTOR'S DEPT.—		
G. W. Seguin, City Collector.....	City Hall.....	1709
CITY ENGINEER'S DEPT.—		
Newton J. Ker, City Engineer.....	City Hall.....	99
do do	Residence.....	1603
G. H. Richardson, Asst. Engineer	Residence.....	1750
ASSESSMENT DEPT.—		
A. Pratt, Assm't Commissioner....	City Hall.....	847
HEALTH DEPT.—		
Dr. Law, Medical Health Officer...	City Hall.	1187
do do	Residence.....	1849
Isolation Hospital.....		1875
POLICE DEPT.—		
Magistrate O'Keefe.....	Police Station..	2059
do do	Residence.....	1794
Chief of Police, W. F. Powell.....	Police Station..	249
Police Court Clerk, W. P. Lett.....	do ..	249
do do	Residence.....	1623
Police Station.....		230
CITY AUDITOR'S DEPT.—		
W. H. Cluff, City Auditor.....	City Hall.....	2030
do do	Residence.....	1413
ASSOCIATED CHARITIES—		
John Keane.....	City Hall.....	1652
FIRE ALARM DEPT.—		
	City Hall.....	265
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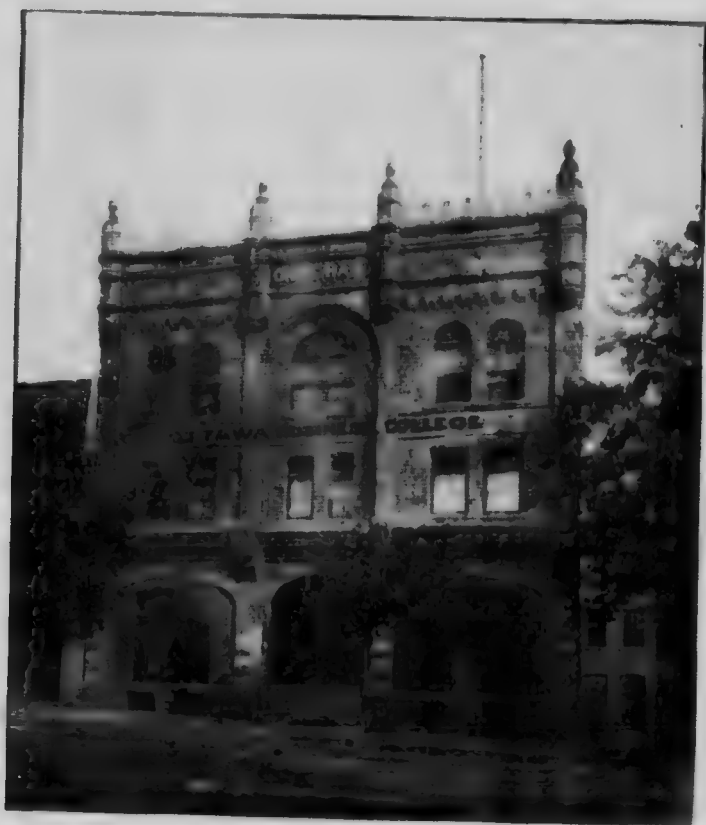
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The Consulate General of the United States at Ottawa is located at 26 Wellington Street, next the Post Office.

Consular officers are ex-officio Notaries Public for all States of the United States, and as such may take acknowledgments, and administer oaths.

This fact is not generally known to tourists, who, during a protracted stay in Ottawa, might be obliged to sign a deed or other document to be used in the United States, and could have the papers signed before the Consul-General, and thereby save delay.

The above information is also of interest to all residents of Ottawa who might have like documents to sign.

*For the convenience of tourists and the general public, a U. S. Customs Officer is at the Central R. R. Station, who examines, cords, and seals, all trunks, valises, &c., duly checked by the railroad, of passengers going via the Canada Atlantic Railway to the United States, or in transit through the United States to European ports, thus obviating any trouble or delay at the frontier.

This examination applies only to baggage checked, as all hand baggage is examined by the Customs Officer at the frontier.

A distinct convenience to continental or world tourists is the cash coupon system of the American Express Co., whose Ottawa branch office is on Sparks Street, opposite the Russell House.

By this system travellers' cheques are issued in denominations of \$10, \$20, \$50, \$100 and \$200, each having printed thereon the exact amount of foreign money which will be paid in gold or its equivalent, without commission or discount. These cheques are good throughout the world in payment of hotel bills, railway and water transportation.

Supplementing this cheque system, the same company issue Traveller's Circular Letter of Credit, in pounds sterling, at current rates of exchange, payable at, and also issue the leading Capitals of the world.

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*The office of Customs Officer has no connection with the Consulate General.

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P.S.—SUBSCRIPTIONS TAKEN FOR ALL THE MAGAZINES

Aylmer.

Aylmer, which derives its name from Lord Aylmer, at one time Governor-General, is situated nine miles from the Capital, on the Lake Deschenes. In reality it is older than Ottawa, although it was only after the founding of Hull, by Philemon Wright, that Aylmer became a place of any consequence. According to Bancroft, in his "History of the Pacific Coast," we find that at the beginning of the nineteenth century the Hudson Bay Company had a small fort or trading depot at a place called "Spittal Point," above the long portage of the Chaudiere. This is the place now called Blueberry Point, a few acres below the present town of Aylmer. On the old Benedict hill, a little east of Tetreauville, there stands a huge stone bearing the date 1810. At the time that stone was placed there, the path—for it could not be called a road—from Hull to Aylmer was merely a portage road cut by the



SAILING ON LAKE DESCHESNES

Hudson Bay people to carry provisions up to the fort at Spittal Point, whence they were forwarded up the Ottawa.

When the present road was made, Aylmer became the distributing place for all freight going north and west from Montreal and Ottawa. The Union Forwarding Company came into existence, and placed its steamers on Lake Deschenes, and had its huge wagons upon the road to Ottawa. The first inhabitant of Aylmer proper was a Mr. Symmes, whose descendants are still leading citizens of the place. In the forties and fifties the immense pioneer lumbering interests of John Egan were centred there. And for over a quarter of a century it was a flourishing town, with its stages, its steamers and its depots.

Views of Ottawa

and

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C. H. THORBURN

80 Sparks Street

As soon as the railway came to Ottawa and extended—as the Canada Central—along the south shore, all that trade and transportation was deflected from Aylmer, and soon its boats vanished and its stages disappeared. But now the Pontiac Pacific Railway passes through it, and a line of electric cars gives a thirty-five minute service between there and Ottawa. Aylmer has become a fashionable summer resort, and one of the most delightfully situated in all Canada. From a trading post to a forwarding station was the work of forty years; from a forwarding station to a summer resort was the work of twenty years. And now, with a population of over 2,000, and with four fine churches and half a dozen good hotels, and the most magnificent park in Eastern Canada, Aylmer is destined to be to Ottawa what Bath is to London.

A recent writer on Aylmer's hotel accommodation says:—
“Modern passenger elevators, baths, 160 beautifully furnished bedrooms, single and *en suite*, steam heating—seldom necessary, however—and the latest sanitary plumbing, make life at the HOTEL VICTORIA sybaritic in all but a primitive sense. Around three sides of the building runs a spacious piazza, twenty feet wide, and containing 8,000 square feet of promenade. An amusement hall, a water-toboggan, which is so constructed that it is absolutely safe, and an ingeniously devised moorish maze, are interesting and amusing features of the establishment. For the athletically inclined, bowling alleys, a billiard room with new tables, and tennis courts, give opportunity for the cultivation of the sound body, which is necessary to a healthy mind. On Lake Deschenes a well-appointed steamer makes daily trips from Aylmer to the head of the lake, while those preferring to be their own navigators can secure row or sail boats, in charge of competent men, if required. An orchestra furnishes music throughout the season, the hops in the spacious ball-room being a pleasant feature, greatly enjoyed by the guests and the *elite* of the Canadian capital. The culinary department is under the management of an experienced *chef*, and the cuisine is on the most liberal plan.

“The rates are \$2 per day, or \$10 per week. The hotel's porters meet all trains at Ottawa, whence guests are transferred to the doors of the HOTEL VICTORIA, in thirty minutes, in the palatial cars of the Hull and Aylmer Electric Railway.”

In summer time these cars leave Dufferin Bridge, Ottawa, from 6 a.m. to 12 midnight, every half hour in the morning, and every 20 minutes in the afternoon, for Queen's Park, Aylmer, returning at same periods, last car leaving Aylmer at 11.15 p.m.

The Hull city service leaves Dufferin Bridge, Ottawa, during same hours every 8 minutes, both ways.

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The Gatineau Country.

This is aptly called "The Switzerland of America." The Ottawa Northern and Western Railway brings the beauty of the Laurentian hills and their clear water lakes to the very door of the city. Probably the finest black bass fishing in Canada is found along the line of that railway. It is only a few years since the valley of the Gatineau was opened up to the outside world; yet it has already become a famous resort for the sportsman. There are ten thousand lakes within the confines of one county, and range follows range of mountain, like wave on wave of the sea. Every country in the world contributes its quota, and the fame of the region grows each succeeding year.

After crossing the Ottawa River by the Interprovincial Bridge, stretching far and wide over the horizon from the



north shore, loom up the dusky shades of the Laurentides, desolate and forbidding, as it were a wall between us and the fertile lands and placid lakes beyond. The train for sixty miles follows a sinuous course, ever delighting the eye with a panoramic exhibition of scenic beauties which is enchanting. The lakes teem with fish—red and gray trout, and the gamey black bass which delights the soul of the angler. In the early spring the sportive trout is quite the fancy, and is eagerly sought after. Then comes the black bass season, later on; and, finally, the hunting season, when the forests are robed in their richest autumnal tints. Then it is that the sportsman buckles on his armour and makes war upon the moose in the

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north country, the red deer nearer civilization, and the black duck, partridge, &c., at more convenient points.

There are many delightful summering resorts between Ottawa and Blue Sea Lake, which point the line will touch this summer (on its way to Maniwaki, a thriving town on the Desert River, at its junction with the Gatineau), and where a commodious hotel must soon be erected. Chelsea, Kingsmere, Kirk's Ferry, Cascades, Wakefield, Farrelton, Low, Venosta, Kazubazua, Pickanock, Gracefield, all have their special attractions for "summering," and all are well patronized.

Quite a number of the lakes are leased by prominent Ottawans, and many well-known Americans regularly spend a delightful holiday here. And the list is a growing one.

Certainly, as a summer resort, a place in which to spend a vacation, the Gatineau Valley is one of the most attractive in the world. Sir James Grant, the eminent physician, resident at Canada's capital, says the climatic conditions are superior to any known to the medical profession. The purity of the air, the almost continuous sunlight, the perfume of the pines and the balm of the balsam and tamarac, are certainly the best of tonics. Those who once visit the mountains make annual pilgrimages. It possesses many advantages over the Adirondacks or the White Mountains, and is within fifteen hours' journey of New York. Railway communication is perfect, food supplies cheap, and hotel accommodation above the average of mountain districts.

Throughout all this vast Ottawa Country is now known that there are incalculable mineral deposits of every known variety, and prospectors have doubtless richer and more startling "finds" yet to make; so that in the early future, when electric energy, propelled by the waterfalls which so abound in every direction, shall be distributed for practical utility, machine-worked mines will be in extensive operation throughout this territory, to the untold profit of all enterprising capital which may be here attracted.



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GENERAL OFFICES - OTTAWA, ONT.

Northern Ontario.

The Canada Atlantic Railway, extending from Swanton, Vt., on Lake Champlain to Parry Sound on the Georgian Bay gives access to some of the favorite summer resorts of Ontario, Vermont and New York States. The road is well equipped and up-to-date in all particulars, and is a direct route to the Capital from Quebec, Portland, Halifax, New York, Boston, New England, and all Eastern Points. The Western Division only recently built, opens up an entirely new country to the tourist and sportsman. Between Ottawa and Eganville the line runs through a splendid farming country. At Galetta, a short ride by stage and Fitzroy Harbor is reached. Directly opposite are the beautiful Chats Falls. These falls are a curiosity owing to the rock over which the water flows being covered by a heavy growth of forest. Black bass fishing here is equal to the best average waters in Ontario. At Pembroke, 104 miles from Ottawa, connection is made with the Pembroke Navigation Co., for the hunting and fishing grounds of the Upper Ottawa. At Golden Lake Station the first glimpse is obtained of the chain of lakes which will delight the traveller throughout the journey. The country is very beautiful, as the water and wooded hills and numberless islands are always taking new forms. The lakes are so irregular in shape, and so dotted with islands that the scene is one of constant change; in fact, it has been fittingly described as the wildest part of Ontario. At Algonquin Park Station is situated the headquarters of The Algonquin Park, a reserve of over two thousand square miles, set apart by the Ontario Government as a National Park. The Park is one of the finest canoeing, camping, and fishing districts in Canada. Stages run daily between Maple Lake (245 miles from Ottawa) and Port Cockburn and Rosseau, on the northern shores of Lakes Joseph and Rosseau, where connection is made with the steamers of the Muskoka Navigation Company for all points on the Muskoka Lakes. Royal Muskoka Hotel, the largest hotel on the lakes, and one of the largest and best equipped summer hotels in Canada, is situated within a short distance from Rosseau. Parry Sound, 260 miles from Ottawa, is located at the mouth of the Seguin River, on Georgian Bay, and for varied and beautiful scenery and excellent hotels is unsurpassed in Northern Ontario. The fishing is the very best. The rivers and lakes in the vicinity teem with black bass, pickerel, speckled trout, whitefish, maskinonge, and salmon trout. A trip by steamer to Penetang, 63 miles, through the inner channel, among the 30,000 islands of Georgian Bay, is one full of excitement and interest. The steamer leaves Parry Sound every morning except Sunday, returning the same evening. From Parry Sound a steamer leaves tri-weekly through the inner channel for Killarney, arriving in time to connect with steamer sailing through the north channel to points beyond.

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The Upper Ottawa.

There are very few more attractive river valleys in the world than that drained by the Ottawa and its tributaries, from Lake Temiscamingue till the accumulated waters of the Ottawa empty themselves into the St. Lawrence at the city of Montreal. The Ottawa River drains a domain that in its western section is a country of mountain, lake and plain. Some one has described the country that lies northward from the Ottawa River as a country of "ten thousand lakes." These lakes are necessarily drained by rivers, and perhaps one of the great charms of the Ottawa Valley is the number and beauty of its tributary streams. On the north side these come laden with the breath of mountain and forest, lake and woodland, the favorite haunt of wild duck and speckled trout, of laughing loon and antlered deer. On the south the streams are fragrant with the aroma of grain-field and fruit-land in the eastern section, and mountain and forest in the west. At Ottawa the Rideau drains into the Ottawa from the south, and the Gatineau from the north. The Ottawa River, from Ottawa westward, may be briefly described as a series of lake expansions, separated by intervening stretches of falls and rapids, and its shores pierced north and south by the many rivers that flow into it.

Going westward or up stream, from the Chaudiere Falls and Deschenes (pronounced Deshane) Rapids, near Ottawa, the great Deschenes Lake, nearly thirty miles long, is the first of the lake expansions. On the south side of it, about six miles from Ottawa, and reached by C. P. R. trains and Ottawa Electric cars, are the beautiful grounds of Britannia Park, and the admirable bathing beach of Britannia Bay. On the north shore, or Quebec side of the Ottawa River, eight miles west of the city of Hull, is the suburb town of Aylmer, with its pleasant park grounds, reached from Ottawa by railway train, and by the Hull-Aylmer electric cars.

At the western end of Deschenes Lake, and about 25 miles distant from Ottawa, is that picturesque grouping of islands and rapids which, for three miles, make up the channel of the Ottawa River, as its water rush and tumble from the higher level above, through what is known as the Chats Rapids (pronounced Shaw).

On the high south shore of the Ottawa, like a sentinel keeping guard over the hoisterous waters, stands the little hamlet of Fitzroy Harbor, headquarters for tourists who wish to visit these famous rapids. Fitzroy Harbor is reached from Ottawa by Canada Atlantic trains to Galetta, thence by stage five miles to Fitzroy; and by steamer from Aylmer to the rapids. The tourist who has never run a "slide" on a crib of timber, should not fail to partake of this treat at Fitzroy. A trip from Aylmer up through Deschenes Lake by steamer to the rapids is a most enjoyable outing.

At Fitzroy the Mississippi River enters the Ottawa from the south. The points on this river that will interest the tourist are the towns of Carleton Place, Almonte, and the village of Pakenham (all reached by the C. P. R. from Ottawa), and the village of Galetta (reached by Canada Atlantic from Ottawa). At each of these towns the Mississippi puts up a piece of river scenery that is worth going miles to see.



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OTTAWA



P.S.—Evening Dress Suits a specialty.

Returning again to the Ottawa River, just west of the Chats Rapids, we find ourselves on the broad bosom of the Chats (Shaw) Lake expansion of the Ottawa River. This magnificent sheet of water is about 15 miles long.

Near its south-eastern corner it receives the waters of the swift Madawaska River. Here, on the Madawaska, rather than on the Ottawa, stands the town of Arnprior, reached from Ottawa by the C. P. R. and Canada Atlantic trains.

On the north shore of the Chats Lake, immediately opposite the villages of Braeside and Sand Point, and reached by C. P. R. to Sand Point and by large ferry across the river, lies the beautifully wooded grounds and glorious bathing beach of Norway Beach Park. Here in July and August, under the directorship of Rev. J. A. Macfarlane, assisted annually by about 30 speakers, excellent courses of Biblical and nature studies are carried on. The place is a dream of restfulness and refreshing. For safe boating, good fishing, and warm and extensive bathing beach is almost unrivalled.

Towards the western end of Chats Lake the Bonnechere River enters from the south. The chief town on its banks is Renfrew, on the line of the C.P.R. and Canada Atlantic trains. Going up the Ottawa River from Chats Lake, there is a ten-mile stretch of river scenery that will excite the wildest enthusiasm of tourists once it is easily accessible. Especially from the Calumet Falls at Bryson, down past the "Devil's Elbow," to the rolling dam at Portage-du-Fort, a distance of eight miles, there is a water-power that, whether looked at from the standpoint of its power, or from its opportunities for building in proximity to the power, will be worth millions of dollars. Portage-du-Fort is reached by C. P. R. to Haley's, thence by stage for seven miles. Bryson is reached by C.P.R. on the Quebec side to Campbell's Bay, thence by stage four miles to Bryson. From either of these points a good idea may be obtained of the wilderness of these waters. What are said to be the greatest timber slides in the world begin near Bryson.

Fishing parties for Chats Lake and the lakes further north, leave the train at Campbell's Bay, and drive from that point. The village of Coulonge, near the mouth of the Coulonge River, is well worth a visit. The hunting country west and north of Coulonge, up Coulonge and Black rivers, is of the very best.

Slightly west of this, on the south shore of the Ottawa River, lies the town of Pembroke. "Beautiful for situation" is the first exclamation of the sight-seer who gets to a point from which, in magnificent panorama, Pembroke and its surroundings may be taken in at one view. The town, throbbing with activity, is splendidly spread out over the amphitheatre hills that look out over the wide waters of the Algonette Lake, an expansion of the Ottawa River. The purple hills that rise beyond the lake are the famous Laurentide Mountain. Right through the town, from the south, flows the stream that results from the union of the Muskrat and Indian rivers. Everyone of these towns, from Carleton Place to Pembroke, has charming river scenery.

For points beyond this distance from Ottawa, tourists are referred to the time-tables and descriptive circulars issued by the C.P.R. and Canada Atlantic Railway companies, and by the Pembroke Navigation Company.



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RIDEAU STREET

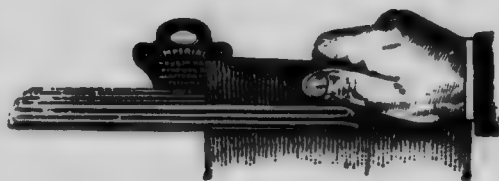
The Rideau Lakes.

No description of the Capital of Canada and its interesting scenic surroundings would be complete without a reference to the picturesque lakes of the Rideau, originally and not inaptly named the "Rideau Chain of Lakes," forming such a large portion of the waterway vulgarly but rather inappropriately known as "The Rideau Canal," which extends 126 miles from Kingston on the St. Lawrence to the Capital, on the Ottawa. It is really a vast series of water stretches connected by short links of artificial waterway, so as to make a through route between the two great rivers, and was designed and built by the Imperial Government as an interior water route safer than the St. Lawrence in the case of international complications. The perfectly equipped and capacious steamers of "The Rideau Lakes Navigation Company" ply twice a week between Ottawa and Kingston. By utilizing this line, either on a through or round trip, a general view of the whole land and water scenery may be taken in, or if time is at your disposal, an almost unlimited choice of camping spots may be thus reached, where you may debark for more leisurely enjoyment in boating and fishing.

Starting from Ottawa city, where eight locks lifts the steamer from the Ottawa River to the Canal Basin, over 80 feet above, and passing through Hartwell's Locks, some $2\frac{1}{2}$ miles away, we pass "Hog's Back," a mile still farther on, a favorite suburban outing place, so inelegantly named. There are two locks at this point, and vessels are lifted some 13 feet. Passing through another lock at Black Rapids, we reach, by a run of five miles through a rich farming section of the County of Carleton, the Long Island locks, of which there are three. There are two immense dams at this point. Passing successively Burritt's Rapids, Nicholson's Rapids, Clowe's, Merrickville, Maitland's Rapids, and Edmund's Rapids, we reach the growing and important little town of Smith's Falls, about 60 miles from Ottawa and half way to Kingston, and which is now also an important railroad junction. Five miles farther is the head of the Rideau River, marked conspicuously by the ruins of residences at one time occupied by English officers, who yearly visited the region on hunting and fishing expeditions. This whole section was at one time a veritable sportsman's paradise, and was widely known as such by the early Indian inhabitants. Traces of the occupancy of the latter are still plentiful about "The Big Rideau Lake," which starts at this point. Vast collections of Indian antiquities have been gathered, and many are yet to be found.

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Big Rideau Lake.

This is the largest single body of water of the whole chain of lakes which lie between this port and Kingston. From the point of entrance to the exit the distance is about twenty-one miles, while its width, at one place, is between seven and eight miles. Its northern shore is rocky and precipitous, but to the westward finely cultivated farms, in some places, come down to the water's edge. Its islands, fully 200 in number, are mostly heavily wooded, and so situated as to bear a close resemblance to that region of the St. Lawrence known as The Thousand Islands. A good many substantial cottages are to be seen, while on Long Island is situated the Angler's Inn, a club house purchased some years ago by the Canadian Pacific Railway, and now occupied by them every summer. Irrespective of its size and great natural beauty, the Big Rideau is noted as a fishing ground. Its salmon trout have a reputation both for size and gameness, while it is also well stocked with black bass, Oswego bass, rock bass, moonfish, pike, perch, whitefish, herring, sunfish and bullheads.

Beyond this lake again is reached "The Little Rideau Lake," on the west shore of which we stop at the charming little village of Westport, the terminus of the Brockville and Westport Railway. To the west of this town lies Sand Lake, noted for its pickerel and wall-eyed pike, and pretty summer cottages lining its banks.

Newboro Village.

On Newboro Lake is the height of land between the Ottawa and the St. Lawrence, and it is thus interesting as making the ridge of a watershed, the waters in one direction running towards Kingston and in the other towards Ottawa. This place is much frequented by sportsmen in September and October, when there is splendid black duck shooting in the extensive wild rice beds at the foot of the lake. Farther on, and Kingston-wards on this great water highway, are half-a-dozen lakes completing the chain, and hundreds of islands, the whole forming a wide and varied paradise for the artist and the tourist, the fisher and hunter, and all-round sportsman and pleasure seeker.



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VIEWS OF OTTAWA

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ONTARIO GAME LAWS.

EXTRACTS FROM AN ACT FOR THE PROTECTION OF GAME AND FUR-BEARING ANIMALS.

Non-Residents.

3.—(1) No person not being a resident and domiciled in the Province of Ontario shall hunt, take, kill, wound or destroy any game bird or animal except upon the terms and conditions of a license to be first obtained in that behalf, as hereinafter provided. 63 V. c. 49, s. 3, ss. 1.

(2) The Minister may grant a special permit to enable a guest of a resident of the Province to hunt and shoot therein without a license for a term not exceeding one week. 63 Vic c. 49, s. 3, ss. 2.

Close Seasons.

4.—(1) No deer shall be hunted, taken or killed between the 15th day of November and the 1st day of November of the following year.

(2) No moose, reindeer or caribou shall be hunted, taken or killed in that part of Ontario lying to the south of the main line of the Canadian Pacific Railway, from the town of Mattawa to the town of Port Arthur, except from the 1st day of November to the 15th day of November, both days inclusive, in each year. Throughout all that part of the Province of Ontario lying north and west of the main line of the Canadian Pacific Railway, from Mattawa to Port Arthur, the open season for moose and reindeer or caribou shall be from October 16th to November 15th, both days inclusive. 2Edw. VII, c. 39, s. 1, ss. 2.

(3) No elk or wapiti shall be hunted, taken or killed at any time in Ontario.

(4) No person shall hunt, take, kill or destroy, or pursue with such intent:—

(a) Any grouse, pheasants, prairie fowl or partridge, woodcock, black and grey squirrels and hares between the fifteenth day of December and the fifteenth day of September in the following year.

(b) Any quail or wild turkeys between the first day of December and the first day of November in the following year. 2 Edw. VII, c. 39, s. 2. (b)

(c) Any swans or geese between the first day of May and fifteenth day of September of the same year.

(d) Ducks of all kinds or any other waterfowl between the fifteenth day of December and the first day of September of the following year.

(e) Snipe, rail, plover or any other bird known as shore birds between the fifteenth day of December and the fifteenth day of September of the following year.

Beaver, Otter, Muskrat, Etc.

5.—(1) No beaver or otter shall be hunted, taken or killed or had in possession by any person before the first day of November, 1905.

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C. S. Wilcox, Hamilton, Ont.

Secretary—ARTHUR J. HUGHES.

N. C. SPARKS - - District Manager

Strathcona Chambers, OTTAWA

Sunday.

6.—No person shall, on the Lord's Day, hunt, take, kill or destroy any game animal or bird, or use any gun or other engine for that purpose. 63 Vic. c. 49, s. 6.

8.—(2) No person shall at any time hunt, kill or take any cow moose, or young moose, reindeer or caribou under the age of one year. 63 Vic. c. 49, s. 8, ss. 2.

(3) No person shall during any one year or season kill or take more in all than two deer, one bull moose or one bull reindeer or caribou.

Water Fowl.

9.—(1) No wild ducks, geese, or other water fowl shall be hunted, taken or killed from sail-boats, yachts or launches propelled by steam or other power.

Shooting for Hire Forbidden.

12.—No person shall for hire, gain or hope of reward, hunt, kill or shoot any game birds or animals, or employ hire.

Transportation and Exportation of Game.

16.—(4) Any non-resident who may at any time be entitled to hunt or shoot within the Province of Ontario by virtue of a license under this Act, shall, so far as the authority of the Legislature of the Province of Ontario extends, be at liberty to export out of the Province, in any one open season, game actually and lawfully killed by him.

Hunting Licenses.

25.—(1) The Chief Warden shall, subject to such rules and regulations as may, from time to time, be made by the Board of Game Commissioners, issue licenses to persons applying as follows:—

Non-Residents.

- (a) Authorizing persons not resident and domiciled in the Province of Ontario to hunt and shoot therein, subject in all respects to the provisions of this Act. License fee, \$25. 63 Vic. c. 49, s. 25, ss. 1. (B.)

Deer.

- (b) Authorizing residents of the Province of Ontario to hunt deer, subject in all respects to the provisions of this Act. License fee, \$2. 63 Vic. c. 49, s. 26, ss. 1. (B.)

Moose, Reindeer or Caribou.

- (c) Authorizing residents of the Province of Ontario to hunt moose, reindeer or caribou subject in all respects to the provisions of this Act. License fee, \$5.00.

License to be Carried Upon the Person.

(2) Every person who has obtained a license under this section shall at all times, when hunting, carry such license on his person.

Hunting Licenses can be obtained at the Customs Examining Warehouse, Ottawa, from A. H. TAYLOR.

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QUEBEC GAME LAWS.

License Fees.

From any person not a resident in the Province of Quebec, and not in possession therein of a duly licensed hunting territory, and not a *bona fide* member of a duly incorporated club, according to the laws of the Province of Quebec, there shall be levied:—

NON-RESIDENT SEASON LICENSE, - - \$25.00

N.B.—The above hunting license allows the licensee to kill every kind of game coming within range of his rifle or shot gun during the season provided by law for the killing of such game.

Exhibition of Permit.

Art. 1416a.—The holder of a permit shall, at all reasonable times when required, exhibit the same to any gamekeeper or to any person having *ex officio* such quality, under penalty of the forfeiture of the permit, without prejudice to the penalties enacted by Article 1410 R.S.Q., 1416a; 59 V. c. 20, s. 8.

The above applies also to membership certificate of a duly incorporated club.

The Province is divided into two zones for hunting purposes.

Zone No. 1.

Comprises the whole Province, less that part of the counties of Chicoutimi and Saguenay to the east and north of the river Saguenay.

Hunting—Open Season.

Caribou—From 1st September to 1st February.

Deer and Moose—From 1st September to 1st January.

Deer and Moose—Counties of Ottawa and Pontiac—From 1st October to 1st December.

N.B.—It is forbidden to hunt, kill or take, at any time, the young of caribou, deer, or moose of one year of age or less.

Also to hunt, kill or take, at any time, any cow moose.

Beaver—At any time after the 1st day of November, 1895.

Mink, Otter, Marten, Pikan, Fox and Lynx—From 1st November to 1st April.

Hare—From 1st November to 1st February.

Bear—From 20th August to 1st July.

Muskrat—From 1st April to 1st May.

Woodcock, Snipe, Plover, Curlew, Tatler or Sand Piper—From 1st September to 1st February.

Birch or Spruce Partridge—From 1st September to 15th December.

Widgeon, Teal, Wild Duck of any kind—From 15th September to 1st March.

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Sheldrake, Loons, Gulls, Eagles, Falcons, Hawks and other birds of the falconidae are not protected.

It is Forbidden to take nests or eggs of wild birds at any time of the year.

It is Forbidden to hunt, kill or take alive moose and deer while yarding, or what is known as *Crusting*.

No person can in one season's hunting kill or take alive more than one moose, two caribou and two deer.

Fishing.

Art. 1375.—Line fishing, and rod and line fishing, are alone permitted in navigable waters, and rod and line fishing only is permitted in the non-navigable waters of the Province of Quebec.

Any person not having his domicile in the Province, who desires to fish, must, before beginning to fish, procure a special license to that effect from the Commissioner, or from any other person authorized for that purpose.

Heavy penalties are imposed for infractions of the fishery laws, and the wardens are instructed to see that the laws are strictly enforced.

Fee for License.

Non-Residents:—

For One Day or more, per day.....	\$1 00
For One Month	10 00
For Two Months	15 00
For Three Months	20 00

"Such licenses are only valid for the time, place and person therein indicated."

Open Season for Fish.

Bass—From 16th June to 15th April.

Maskinonge—From 2nd July to 25th May.

Pickrel (Dore)—From 16th May to 15th April.

Salmon—From 2nd February to 15th August.

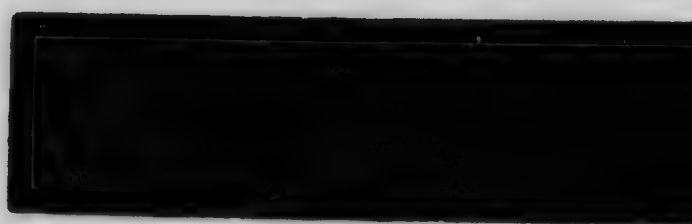
Speckled Trout—From 1st May to 1st October.

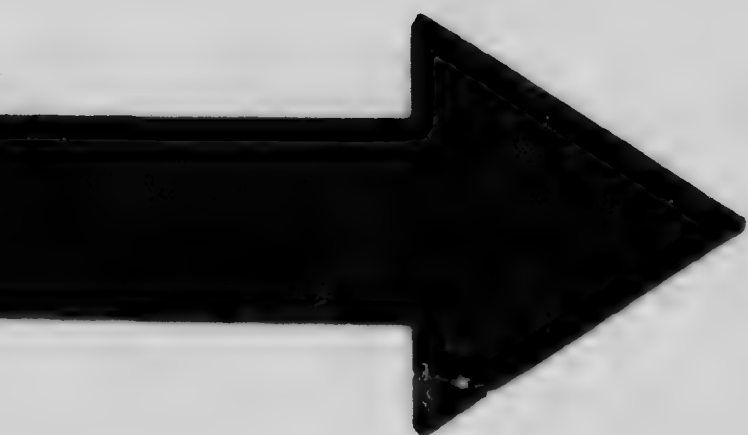
Grey Trout, Lake Trout or Lunge—From 2nd December to 15th October.

White Fish—From 2nd December to 10th November.

Ouananiche—From 2nd December to 15th September.

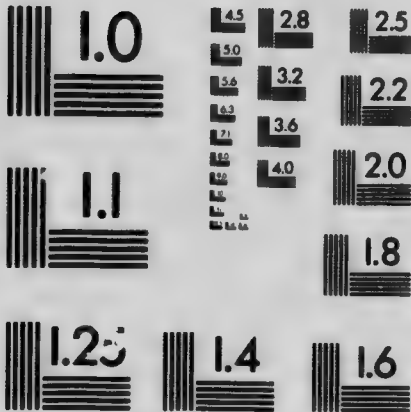






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New Orpington Lodge, Richmond Road, Hintonburgh, A receiving home for Roman Catholic children.

Orphan's Home, west side Elgin between Lisgar and Cooper. Mrs. H. F. Bronson, President; Miss S. Horne, Supt.

Perley Home for Incurables, 415 Wellington. Miss Mary Mitchell, Superintendent.

Protestant Home for the Aged, 954 Bank. C. A. Douglas, President; A. S. Woodburn, Secretary; W. E. De Rinzy, Steward.

St. Charles Home for the Aged, 159 Water. Sister St. Joseph, Superioress.

St. Joseph's Orphan's Home, Rideau Terrace and Springfield Avenue (Grey Nuns), Rev. Sister Marie du Crucifice, Directoress.

St. Patrick's Asylum, (for aged and orphans), corner Maria and Kent. M. J. O'Farrell, Secretary.

Salvation Army Rescue Home and Children's Shelter. Miss Ella Hicks, Matron, 121-123 Daly Avenue.

HOSPITALS.

Children's Hospital, 199 Wurtemburg. Mrs. Grant Powell, President; Miss Annie Read, Superintendent.

County of Carleton General Protestant Hospital, 589 Rideau. E. B. Eddy, President; T. W. Kenny, Secretary.

Lady Stanley Institute (for Trained Nurses)—in connection with the Protestant Hospital—Rideau, cor. Wurtemburg. Miss Louise Meiklejohn, Superintendent.

Hospital for Contagious Diseases. Miss Ritchie, Lady Superintendent; Regan's Hill, on the bank of the Rideau River.

Misericorde Maternity Hospital, 42 Cumberland Street, (Sisters of Mercy.)

Ottawa General (R. C.) Hospital, 43 Water (Grey Nuns) Sister Marie de la Redemption, Superioress.

Ottawa Maternity Hospital, north side Rideau, east of Wurtemburg. Mrs. E. H. Bronson, President; Miss E. McColl, Superintendent.

St. Luke's General Hospital, Frank, Cor. Elgin, Miss Chesley, Superintendent.

Victorian Order of Nurses, 578 Somerset. Miss Charlotte Macleod, Chief Superintendent.

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Bank of Nova Scotia, C. H. Easson, Manager, 151 Sparks.

Bank of Ottawa, (Head Office), Geo. Burn, General Manager;
D. M. Finnie, Local Manager; 116 Wellington.

Branches—186 Bank, P. B. Taylor, Manager.

127 Rideau, F. B. Hopkirk, Manager.

999 Somerset, Wm. Kingsmill, Manager.

Canadian Bank of Commerce, Robert Gill, Manager, 106
108 Wellington.

Imperial Bank of Canada, M. A. Anderson, Manager, 104
Wellington.

La Banque Nationale, A. A. Taillon, Manager, 142 Wellington.

Merchants Bank, W. L. Marler, Manager, 10 Metcalfe St.

Molsons Bank, A. B. Brodrick, Manager, 14 Metcalfe.

Ontario Bank, Alex. Simpson, Manager, 82 Wellington.

Quebec Bank, T. C. Coffin, Manager, 122 Wellington.

Royal Bank of Canada, J. H. Abbott, Manager, 43 Sparks.

Sovereign Bank of Canada, S. McDougall, Manager, Russell
House Block,

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Rideau Club, 84 Wellington. C. Berkeley Powell, M.P.P.,
President; A. Z. Palmer, Secretary-Treasurer.

Ottawa Amateur Athletic Club, Cor. Elgin and Maria Sts.
Dr. Echlin, President; C. Emery, Secretary-Treasurer.

The Knights of Columbus, M. J. Jarman, Grand Knight.

CEMETERIES.

Beechwood Cemetery, east end Beechwood Ave. Office,
33 Sparks. J. S. Durie, Secretary-Treasurer.

Notre Dame Cemetery, north side, Montreal Road. Joseph
Tremblay, caretaker.

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Church of St. Alban the Martyr—Cor. Daly Ave. and King.
Ven. Archdeacon J. Bogert, M.A., Rector.
Grace—Cor. Somerset and Elgin. Rev. J. F. Gorman, Rector.
St. Barnabas—Cor. Kent and James. Rev. T. Bailey, B.A.
St. Bartholomew's—Mackay Street, Rideau Ward. Canon
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St. George's—Cor. Metcalfe and Gloucester. Rev. J. M.
Snowdon.
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St. Luke's—Cor. Somerset and Bell. Rev. Thos. Garrett.
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- First—Cor. Maria and Elgin. Rev. A. A. Cameron.
Fourth Avenue (Glebe)—Rev. W. W. McMaster.
McPhail Memorial—Cor. Concession and Lisgar. Rev. Ira
Smith.

Congregational.

- First—Cor. Albert and Elgin. Rev. Wm. McIntosh.
Welcome Zion—95 Fourth Avenue (Glebe). Rev. H. I.
Horsey.

Methodist.

- Bell Street—North of 231 Bell. Rev. Jno. Grenfell.
Dominion—Metcalfe near Sparks. Rev. S. P. Rose, D.D.
Eastern—235 Besserer. Rev. S. G. Bland.
McLeod Street—Cor. Bank. Rev. F. G. Lett.
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Reynolds.

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- Bank Street—Cor. Slater. Rev. J. H. Turnbull.
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Glebe—Third Avenue. Rev. J. W. H. Milne.
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St. Andrews—Cor. Kent and Wellington. Rev. W. T. Her-
ridge.
St. Paul's—100 Daly Ave. Rev. W. D. Armstrong, M.A.
Stewarton—Cor. Argyle Avenue and Bank. Rev. R. Herbison.

Reformed Episcopal.

- Emmanuel—Cor. Elgin and Gloucester. (Rectorship vacant.)
St. David's—Cor. Charles and Creighton. Rev. A. B. Hubly.

Roman Catholic.

Basilica of Otta —Sussex, cor. St. Patrick. Rev. J. T. Duhamel, A. C. Bishop; Mons. J. O. Routhier, Vicar-General.

Church of the Sacred Heart—Cor. Cumberland and Theodore. Rev. X. Portelance.

St. Anne's—536 St. Patrick. Rev. A. Beausoleil.

St. Bridget's—St. Patrick, cor. Cumberland. Rev. Canon McCarthy.

St. Jean Baptiste—Cor. Victoria Avenue and Primrose. The Dominican Fathers.

St. Patrick's—Cor. Kent and Gloucester. Rev. M. J. Whelan.

Churches—Miscellaneous.

Catholic Apostolic—Cor. Albert and Lyon.

Hornerite—478 Bank. Rev. R. C. Horner.

Jewish Synagogue—264 Murray. Rev. Jacob Mirsky.

Jewish Synagogue—78 Friel. Rev. Louis Docter.

St. John's Lutheran—Creighton Street, near Dufferin Road. Rev. Chas. Lucas.

St. Paul's Lutheran—Cor. Wilbrod and King. Rev. Wm. Moll.

Salvation Army Headquarters—221 Queen.

Scientists (Church of Christ)—Metcalf Street, cor. Maclaren.

Unitarian—Cor. Elgin and Lewis. Rev. R. J. Hutcheon.

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Church of England School for Girls—Sister Flora, Principal, 230 Kent.

Congregation de Notre Dame—34 Gloucester.

Convent of the Sacred Heart—198-224 Rideau.

The Harmon School—281 Elgin.

Ottawa Ladies College—Cor. Albert and Bay.

Higher Public.

Normal and Model Schools—Elgin, Cor. Lisgar.

Ottawa Collegiate Institute—Lisgar, near Canal.

Common Public Schools.

Archibald Street—Cor. Kent.

Bell Street—Cor. Henry.

Bolton Street—Cor. Cumberland.

Cambridge Street—South of Christie.

Creighton Street—No. 102.

Elgin Street—Between Gilmour and Lewis.

First Avenue—Cor. O'Connor.

George Street—No. 171.

Kent Street—Between Slater and Maria.

Maria Street—Near Kent.

Mutchmor Street—Cor. Lyon.
Orphans' Home School—Elgin, between Lisgar and Cooper.
Osgoode Street—Between Henderson and Nelson.
Percy Street—Between Maclaren and Gilmour.
Robinson Primary School—Chapel, cor. Rideau.
Slater Street—Near Kent.
Waller Street—No. 118.
Wellington Street—No. 630.

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Garneau—613 Cumberland.
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Holy Angels—Waverley, cor. Cartier.
Notre Dame du Rosaire—Cor. Primrose and Victoria Avenue.
Our Lady—Cor. Cumberland and Murray.
St. Agatha—Cor. Eccles and Le Breton.
St. Agnes—18 Louisa.
St. Anne's—Anglesea Square.
St. Bridget's—Cor. King and Murray.
Ste. Famille—113 Sherwood.
St. Jean Baptiste—Cor. Victoria Avenue and Somerset.
St. Joseph's—59 College Avenue.
St. Patrick's—West of 276 Nepean.
St. Roch's—28 Ellen.
Youville High School—9 Water.

LIBRARIES.

Library of Parliament—Parliament Building.
Ottawa Literary and Scientific Institute—25 Sparks.
Supreme Court Library—North end of Bank.
Y. M. C. A. Library—37 O'Connor.

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1st Brigade—Lt.-Col. W. E. Hodgins, R.O., Officer Commanding, Drill Hall, Cartier Square.
Mass Louise Dragoon Guards—Robert Brown, Major Commanding.
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43rd Regiment, Duke of Cornwall's Own Rifles—A. P. Sherwood, C.M.G., Lt.-Col. Commanding.
Gov.-Gen.'s Foot Guards—A. L. Jarvis, Lt.-Col. Commanding.

MUSEUMS.

Geological Survey Dept.—547 Sussex, Dr. R. Bell, Director.
Dominion Fisheries Exhibit—O'Connor, cor. Queen.

NEWSPAPERS.

Morning—The Citizen.
Evening—Journal, Citizen, Free Press, and Le Temps.
Semi-Weekly—Citizen, Free Press and Journal.
Weekly—Danebrog, Dominion Presbyterian, Events, Hull City Advance, L'Ontario Francais, and United Canada..

OFFICE BUILDINGS.

Aberdeen Chambers—289-291 Sparks.
Bank St. Chambers—102 Bank.
Carleton Chambers—74 Sparks.
Central Chambers—46 Elgin.
Durie's Chambers—33 Sparks.
Egan Block—25 Sparks.
Holbrook Chambers—104 Sparks.
Hope's Chambers—49 Sparks.
Molson's Bank Chambers—14 Metcalfe.
Ottawa Chambers—53 Metcalfe.
Scottish Rite Chambers—106½ Sparks.
Slater Building—177 Sparks.
Sparks Chambers—193 Sparks.
Sun Life Building—212 Sparks.
Sussex Chambers—579 Sussex.
Trust Building—48 Sparks.
Victoria Chambers—138-140 Wellington.

RINKS.

Dey's Skating (covered)—Bay, cor. Gladstone Avenue.
Ottawa Curling (covered)—96 Vittoria.
Rideau Curling (covered)—Waller, cor. Theodore.
Victoria Skating (open)—Nepean, east of Bank.
Rideau Skating (covered)—Theodore St.

Crown Timber Office, Ottawa.

The following memo., kindly furnished for the C. le by Mr. E. J. Darby, the local Ontario Crown Timber Agent, will not be without interest to many old-timers:—

The Ontario Crown Timber Office (Ottawa agency) occupies offices in the Sun Life Assurance Co.'s building, corner of Bank and Sparks Streets. The business was formerly carried on at a stone building, corner of Kent and Queen Streets, but was removed to the present premises in 1898. Formerly, up to 1889, this office acted for the Dominion Government in the collection of slide and boom dues in this district, and for the Departments of Crown Lands in the provinces of Ontario and Quebec in the issue of timber licenses, the collection of ground rents and timber dues, and the granting of clearances for square timber. It now only acts for the Department of Crown Lands of Ontario, the Dominion and Quebec Governments having taken over to themselves respectively the functions formerly performed by it. It is one of the oldest Government offices in Ottawa, having been in existence since 1838. The respective Crown Timber Agents have been James Stevenson, A. J. Russell, John Poupore, W. J. Macdonald, and the present agent is Mr. E. J. Darby.

Ottawa Board of Trade, 1903.

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